

November 3, 1999

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PERSONAL EXPLANATION

HON. RUBÉN HINOJOSA

OF TEXAS

IN THE HOUSE OF REPRESENTATIVES

Tuesday, November 2, 1999

Mr. HINOJOSA. Mr. Speaker, due to the death last week of my mother I missed twenty votes. Had I been present I would have voted on each of these fellows:

MONDAY, OCTOBER 25, 1999

Rollcall No. 533. Journal: Agreed to the Speaker's approval of the Journal of Thursday, October 22 by yeas and nays vote of 349 yeas to 41 nays with one voting "present." Yea.

Rollcall No. 534. Made in America Information Act: H.R. 754, amended, to establish a toll free number under the Federal Trade Commission to assist consumers in determining if products are American-made. (Passed by a yeas and nays vote of 390 yeas to 2 nays). Yea.

Rollcall No. 535. History of the House Awareness and Preservation Act: H.R. 2302, amended, to direct the Librarian of Congress to prepare the history of the House of Representatives (passed by a yeas and nays vote of 388 yeas to 7 nays). Yea.

Rollcall No. 536. Recognizing the Contributions of 4-H Clubs: H. Con. Res. 194, recognizing the contributions of 4-H Clubs and their members to voluntary community service (agreed to by a yeas and nays vote of 391 yeas with none voting "nay"). Yea.

TUESDAY, OCTOBER 26, 1999

Rollcall No. 537. Urging a Moratorium on Tariffs and Taxation of Electronic Commerce: H. Con. Res. 190, amended, urging the United States to seek a global consensus supporting a moratorium on tariffs and on special, multiple, and discriminatory taxation of electronic commerce (agreed to by a yeas and nays vote of 423 yeas with 1 voting "nay"). Yea.

Rollcall No. 538. Sense of Congress Against Increasing Federal Taxes to Fund Additional Government Spending: H. Con. Res. 208, expressing the sense of Congress that there should be no increase in Federal taxes in order to fund additional Government spending (agreed to by a yeas and nays vote of 371 yeas to 48 nays with 3 voting "present"). Yea.

Rollcall No. 539. Celebrating the 50th Anniversary of the Geneva Convention: H. Con. Res. 102, celebrating the 50th anniversary of the Geneva Conventions in 1949 and recognizing the humanitarian safeguards these treaties provide in times of armed conflict (agreed to by a yeas and nays vote of 423 yeas with none voting "nay"). Yea.

Rollcall No. 540. Commending Greece and Turkey for Their Response to the Recent Earthquakes: H. Con. Res. 188, commending Greece and Turkey for their mutual and swift response to the recent earthquakes in both countries by providing to each other humanitarian assistance and rescue relief (agreed to by a yeas and nays vote of 424 yeas with none voting "nay"). Yea.

Rollcall No. 541. Locating and Securing the Return of Zachary Baumel and Others: Agreed

EXTENSIONS OF REMARKS

to the Senate amendments to H.R. 1175, to locate and secure the return of Zachary Baumel, an American citizen, and other Israeli soldiers missing in action (agreed to by a yeas and nays vote of 421 yeas with none voting "nay"). Yea.

WEDNESDAY OCTOBER 27, 1999

Rollcall No. 542. The Scott Amendment that sought to strike Section 101 that reinforces the existing standard for the legitimate use of controlled substances (rejected by a recorded vote of 160 yeas to 278 noes). Pain Relief Promotion Act. Yea.

Rollcall No. 543. The Johnson of Connecticut Amendment that sought to enhance professional education in palliative care; reduce excessive regulatory scrutiny; and carry out the Congressional opposition to physician-assisted suicide (rejected by a recorded vote of 188 yeas to 239 noes). Pain Relief Promotion Act. Yea.

Rollcall No. 544. House passed H.R. 2260, to amend the Controlled Substances Act to promote pain management and palliative care without permitting assisted suicide and euthanasia by a recorded vote of 271 yeas to 156 noes. Pain Relief Promotion Act. No.

THURSDAY, OCTOBER 28, 1999

Rollcall No. 545. Journal Vote: Agreed to the Speaker's approval of the Journal of Wednesday, October 27, by a yeas and nays vote of 370 yeas to 49 nays, with one voting "present." Yea.

Rollcall No. 546. Further Continuing Appropriations. The House passed H.J. Res. 73, making further continuing appropriations for the fiscal year 2000 by a yeas and nays vote of 424 yeas to 2 nays. Yea.

Rollcall No. 547. DC/Labor/HHS—H. Res. 345, the rule that waived points of order against the conference report, was agreed to by a yeas and nays vote of 221 yeas to 206 nays. Nay.

Rollcall No. 548. CD/Labor/HHS—Rejected the Hoyer motion to recommit the conference report to the committee of conference with instructions to the managers by a yeas and nays vote of 11 yeas to 417 nays with 1 voting "present." Nay.

Rollcall No. 549. DC/Labor/HHS—The House agreed to the conference report on H.R. 3064, making appropriations for the District of Columbia, and for the Departments of Labor, Health and Human Services, and Education, and Related Agencies for the fiscal year ending September 30, 2000 by a yeas and nays vote of 218 yeas to 211 nays. Nay.

MONDAY, NOVEMBER 1, 1999

Rollcall No. 550. (Suspension) H.R. 348, to authorize the construction of a monument to honor those who have served the Nation's civil defense and emergency management programs. 349 yeas, 4 nays. Yea.

Rollcall No. 551. (Suspension) H.R. 2737, Land Conveyance, Lewis and Clark National Historic Trail, Illinois. 355 yeas. Yea.

Rollcall No. 552. (Suspension) H.R. 1714, Electronic Signatures in Global and National Commerce Act, 234 yeas to 122 nays. Nay.

28303

INTRODUCTION OF H.R. 3163, THE SURFACE TRANSPORTATION BOARD REAUTHORIZATION ACT OF 1999

HON. BUD SHUSTER

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 3, 1999

Mr. SHUSTER. Mr. Speaker, today, along with my colleagues Ranking Member JIM OBERSTAR, Chairman of the Subcommittee on Ground Transportation, Mr. TOM PETRI, and Ranking Member Mr. NICK RAHALL, I am introducing, by request, the Administration's proposed legislation to reauthorize the Surface Transportation Board.

I evaluate the Administration's proposed changes to the law governing the Surface Transportation Board against the background of extensive hearings on these issues conducted by my Committee last year—over 1000 pages of testimony in 4 days of hearings.

The two clearest realities to emerge from those hearings were (1) the rail industry's resurgence and traffic growth since deregulation has made capacity constraints on their infrastructure a major problem for the first time in 3 decades; (2) to fund these huge infrastructure needs, the railroads must spend billions of dollars raised in private capital markets, but they are not attracting even the average earnings-multiples of industry at large on Wall Street.

A number of interests, some merely short-sighted and others opportunistic, have tried to use the reauthorization of the STB as a means to force down rail rates by legislative fiat. This effort occurs despite repeated authoritative findings by the General Accounting Office that rail rates have declined sharply, even in constant dollars, in recent years.

I am very disappointed that the Administration seems to have joined this effort. Instead of promoting the capital flow that will benefit both railroads and shippers through improved infrastructure, the Administration has sent to the Congress a bill that includes major portions of the "re-regulation" agenda.

By forcing mandatory access by one railroad over another's tracks in several types of situations, the bill would endanger the vital capital flow upon which the future prosperity of railroads, shippers, and rail labor depends.

Much of the effort that went into the ICC Termination Act four years ago was focused on streamlining federal regulation of railroads. Yet the proposed legislation would take a major step backward; it proposes to balkanize the authority to approve or disapprove rail mergers among multiple federal agencies. Even worse, the Administration's proposal sows the seeds of many debilitating disputes under state and local law, even for mergers that have received full federal approval.

Although the bill pays lip service to "small" shippers, it could literally destroy a major segment of American small business—the short-line railroads that serve so many smaller cities and towns. That is because the Administration wants to fund the entire \$17 million STB budget out of the so-called "user fees." The STB already defrays \$1.6 million of its costs through filing fees, and we have received numerous complaints about those charges from